



MINNEGAZETTE

Official Publication of the Minnesota Transportation Museum, Inc.

July - August 1977

NORTHERN EXTENSION REACHES LAKE CALHOUN



NORTHWARD HO! Bill Graham totes a pail of spikes (right), so that supplies will be ready for the steel gangs coming up behind. This was all part of the big push north to Lake Calhoun on April 30, surely one of the most significant milestones in the history of the Minnesota Transportation Museum.

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THE PRESIDENT'S COLUMN

The theme of my message this month will center on THE most important facet of our museum activities this summer - work crews! It is obvious that after our great push forward on the north end this spring, the summer "work crew doldrums" have arrived. For example, on one work crew in June, only six members of the sixteen that were scheduled showed up. Other work crews in June ran a close second to this dismal record. We simply cannot afford our northern extension project to drag on and on through the summer. There is much preparation work that must be accomplished BEFORE the final grading, tamping, alignment, and landscaping can be done. This work cannot be completed in a timely manner by the 15 to 18 members who do actively participate in the maintenance and construction of our line. If you are scheduled for a work session, and you are only scheduled if you specifically requested it on your spring questionnaire, show up!, even if it is only for a half day! If you simply cannot be there, do what you can to arrange your own replacement. In any case, the very least that you can do is notify your foreman so that he can arrange a replacement.

We have no shortage of streetcar operators, in fact we have a surplus. It seems odd that over 80 individuals take advantage of the 'fun' part of our operations by running the car, but that only 25% of that number support the museum by participating on a regular basis in the essential

work which MUST be carried out if we are to remain successful.

Remember, this is your museum - let's continue to support it!

Thanks,
FRANK SANDBERG

SCOTT HEIDERICH REPORTS ON OPERATIONS

The streetcar operating season has begun well, with over 10,000 passengers plunking their shiny little tokens into 1300's fare box as of June 12. Of course, part of this increased traffic volume resulted from our very early start up this spring.

By the way, our crews should be aware that a limited number of 'Complimentary Tickets' which are good for one fare have been issued to special friends of the Museum. One of these passes is shown below.



These tickets are good for one trip only, and should be taken up by the conductor when they are honored. Occasionally, other types of special tickets will be issued in conjunction with a neighborhood activity, special interest group promotion, or similar event. Check with your crew foreman if you have any questions on these ducats.

The streetcar operators' training sessions held this spring were very successful thanks to the large percentage of our crewmembers who attended. Not only did these classes provide an essential orientation for our new motormen and conductors, but even our old hands found them to provide a valuable 'refresher course'. The most

important items covered were those relating to safety. Our continued operation absolutely depends upon ALL our crews' constant attention to safe operation of the streetcar, safety for our passengers particularly on boarding and detraining, and personal safety while on duty. There will be a makeup training session for any crewmember who missed the spring classes. Whether you're a new member or an old timer, be certain that you attend the makeup class (later this summer) if you missed the earlier sessions. And our thanks to the many who have already made the effort to update their operating skill and knowledge by attending these classes.

In case you haven't noticed the new car card advertisement aboard the streetcar, we now have five new postcards for sale aboard Car 1300. They are sold in packages of five different cards for \$1.00 . The cards include four vintage slides (from Paul Joyce's collection) of Twin City Rapid Transit cars in the last years of operation. Included is a photo of a car at Lake Harriet when the old 'Swiss chalet' style depot was still standing at 42nd Street. Another streetcar is shown in downtown Minneapolis, and a modern PCC car is seen in St. Paul. The fifth card is a contemporary view of Car 1300 during a winter run over the Museum trackage. By the way, the present card of 1300 approaching the William Berry Bridge will continue to be sold singly at 25¢ each.

There will be a slight crew schedule change for Saturdays starting in July. This involves adding a second shift on Saturday as well as Sunday. First trick will run from 1pm to 5pm on Saturday, and second shift will be from 5pm to dusk.

FLOWER GARDEN DEDICATED

The flower gardens at the 42nd Street boarding area were dedicated on May 24 at the general membership meeting. In the photo below we see (left to right)

Mrs. Betsey Snyder (MTM), Mrs. Rosella Fefercon, First Vice President of the Minnesota Federated Garden Clubs, Mrs. Bev Houts of the Bluebells Garden Club, Mrs. Judy Sandberg (MTM), Mrs. Martha Carnes, president of the Minnesota Federated Garden Clubs, Frank Sandberg (President, MTM) and Chuck Houts, member of Boy Scout Troop Number 64. We of the MTM thank all these people for their fine efforts at beautifying the Lake Harriet boarding area.



WELCOME NEW MTM MEMBERS!

Since the last issue of the MinneGazette, the following people have joined MTM: John Bjork, Oklahoma City, OK, Greg Hyser, Crystal, Judy Jensen, Minneapolis, and Larry Schreiber, St. Paul.

David Norman
Membership Secretary

REMINDER TO STREETCAR MODELLERS...

...Watch the next issue of the MinneGazette for full details of all the exciting activities that will take place at the Minnesota Trolleyfest, to be held at the Hotel Curtis, September 24 - 25. If you can't wait, or if you want to lend a hand with the preparations, contact Chairman Bill Olsen at 920 - 3887.

DUBIOUS(?) DISTINCTION...

...a recent Minneapolis Tribune article suggested that a ride on our streetcar was just the thing for a cut-rate date. In "Minneapolis on \$5 a Date: Guide for Cheapskates" a streetcar excursion aboard Car 1300 was one of several ideas presented for romance at inflation-beating prices!

STEAM PASSENGER SERVICE DIRECTORIES...

...are available from Judy Sandberg for \$3.00 each while supplies last (if they're not all gone by the time you read this).

COMO HARRIET LINE NORTHERN EXTENSION REACHES LAKE CALHOUN!

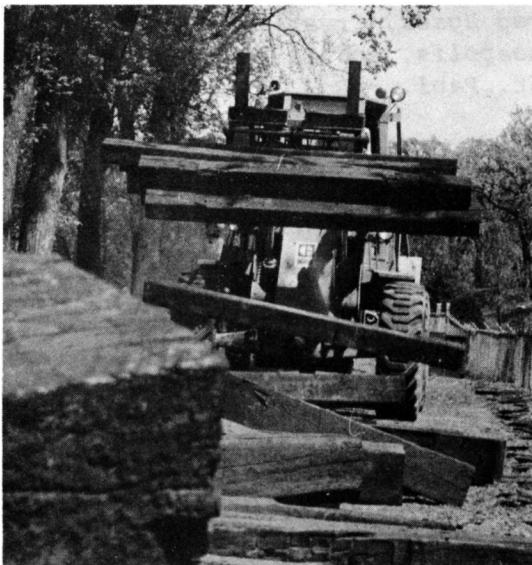
On Saturday, April 30, the Como Harriet Streetcar Line became nearly 1,500 feet longer. Work which would have normally taken our Museum construction crews two or three years to complete was finished in one day. This, of course, was made possible by the donation of manpower and machinery from Mr. Harold Brace and the men of Railroad Service, Inc. of Lakeville, Minnesota. Working together with a fine turnout of MTM volunteers under Ken Snyder, this gang of modern day gandy dancers pushed our steel to the shores of Lake Calhoun by late afternoon.

GENERAL MEMBERSHIP MEETING, AUGUST 23

The next General Membership meeting of the Minnesota Transportation Museum will be held on Tuesday, August 23, 1977 in the Solarium Room of the Curtis Hotel, 10th Street and Third Avenue South, Minneapolis, Minnesota.

After Museum business is concluded, a short program, "A Day On Transfer One", is scheduled. This film, produced by your editor, depicts a typical day in the life of the crew of a local freight on the Soo Line Railroad.

Meeting time is 8:00 PM.



Big 'Cat' front end loader dumps a load of ties.



Crews spot ties in proper alignment .



IT'S A DRAG... 'Cat' hauls rail into place.



A JOB FOR EVERYBODY... placing spikes.



BIG LIFT... Railroad Service's crawler crane easily lifts 800 lb. rail.



A GOOD START... MTM members get spikes started for the Railroad Service crew with their pneumatic hammers.



POUNDING 'EM IN... with compressed air powered spike hammers.



JUST LIKE OLD TIME 'GANDY DANCERS' who built America's first railroads, this team from Railroad Service demonstrates the skill, timing, and no small amount of strength needed to pound spikes by hand.



DINING CAR 1300!!???. . .where hungry railroad builders munch lunch - or just relax for a moment before going back to work.



Fastening rail to trestle.



First 'train' over the line!

Dumping a load of fill for the line's only 'bridge' - which was actually designed to provide access to a manhole.



MINNESOTA STREETCAR MUSEUM

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We Make Minnesota's Electric Railway History Come Alive!